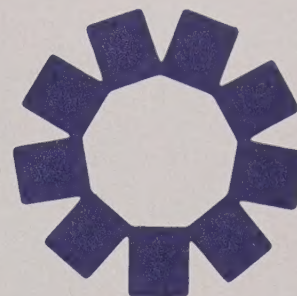


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GROWTH AND DEVELOPMENT GUIDELINES



 **ABAG** ASSOCIATION
OF BAY AREA
GOVERNMENTS

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GROWTH AND DEVELOPMENT GUIDELINES

**ADOPTED BY THE GENERAL ASSEMBLY
1970 TO 1980**

**ASSOCIATION OF BAY AREA GOVERNMENTS
METROCENTER
OAKLAND, CALIFORNIA**

**Prepared for presentation at the March 27, 1986
ABAG General Assembly**

Regional Plan 1970:1990 - Adopted by General Assembly, July 1970

The Bay Area and its communities should be organized into a City-Centered Region.

Accordingly, urban growth in the region should be guided into or around existing communities in accordance with the broad framework proposed in this Plan.

Living, working and shopping within the same community should be planned and promoted by all levels of government and the private sector. To make this possible, a wide range of well-serviced residential units convenient to urban centers of employment will be required. The need for long commuting should be reduced.

Policies for open space, water, sewer, transportation and housing should be coordinated to guide the timing, location, and intensity of urban development.

Implementing Actions - Adopted by the General Assembly, October 1974

In review of plans and projects ABAG will specifically look for provisions which:

1. Show a commitment to in-fill of areas already committed to a development pattern reflecting availability of community facilities and services. Special justification shall be required for proposals which encourage scattered development not related to committed growth patterns or urban service area capability.
2. Provide alternative means of travel, particularly public transit, in lieu of reliance on the automobile as the basic transportation mode for daily life. Special justification shall be required for proposals which indicate a continued reliance on the automobile with attendant highway, fuel and pollution costs.

Regional Housing Plan - Approved by the General Assembly, January 1978

Objective 1: To increase the housing supply in accord with the region's needs

Policy 1.1 Jobs/Housing Balance

New residential development should be located in or near areas that offer employment opportunities and should be discouraged elsewhere.



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Policy 1.2 In-fill

New residential development should be encouraged in areas where public services and facilities are adequate to support added population and/or where sufficient improvements are already committed. It should be discouraged elsewhere.

Environmental Management Plan - Air Quality Plan - Adopted by General Assembly, June 1978

Policy 4 Reduce motor vehicle emissions through transportation actions to reduce vehicle use.

Economic Development Objectives and Policies - Adopted by the General Assembly, December 1980

Objective 1: Expand opportunities for communities and population groups not now fully sharing in the region's economic development

Policy 2 Encourage industry retention and new job growth in areas easily accessible to existing concentrations of unemployed and underemployed workers.

Policy 4 Increase transit access to jobs for transit-dependent and low-income workers.

Policy 5 Establish greater cooperation among employers, organized labor, educational systems, and training programs to enable unemployed and low-income workers to compete for jobs in expanding industries.

Objective 3: Strengthen the Bay Area's position as a prime location for office activities and high technology industries and promote concentrations of these activities in areas that can provide needed housing, transportation and public facilities

Policy 1 Strengthen the Bay Area's leading position for corporate headquarters and office activities and support concentrations of office development in Bay Area communities that can provide needed housing, transportation and public facilities.

Policy 2 Strengthen the Bay Area as an international center for the high technology industry and support siting of facilities in Bay Area communities that can provide needed housing, transportation, and public facilities.

- Objective 5 Increase housing production to match anticipated employment growth, new household formation, and the capacity of local communities to provide needed public facilities and services
- Policy 1 Promote higher density development, increases in the supply of land available for residential use, and use of development incentives to increase the supply of housing at locations well served by existing or planned services and accessible to job centers.
- Policy 3 Support regulatory changes to stimulate production of housing in the low and moderate price categories, as well as other price ranges, within the region.
- Policy 4 Build public understanding and acceptance of the need for higher density development of sale and rental housing in closer-in locations.
- Policy 5 Promote balanced residential and industrial growth within major sectors of the Bay region.
- Objective 6 Encourage focused economic development through coordinated public and private policies and actions that will meet identified public needs of the region.
- Policy 2 Time public investments in facilities and services to meet existing needs and serve anticipated industrial, commercial and residential growth.
- Policy 5 Provide information to assist local communities in identifying areas suitable for future development within Bay Area communities and in achieving balance between residential and industrial growth.
- Policy 8 Increase transportation and transit access, and encourage clustering of jobs to efficiently utilize the region's transportation system.

Regional Transportation Plan - Updated annually by the Metropolitan Transportation Commission

1. COORDINATION WITH PLANNED REGIONAL DEVELOPMENT

Objectives: To provide a transportation plan and make transportation decisions that are coordinated with the development objectives of other regional agencies.

To provide other regional agencies with a realistic transportation plan as an element in an overall regional development plan.

- Policy 1.1 Transportation planning shall consider the consequences of the plans on the development patterns in the region and shall carefully consider both regional and local objectives.
- Policy 1.2 Transportation plans shall be consistent with the Regional Plan as prepared by the Association of Bay Area Governments.
- Policy 1.4 Major investments in new or expanded transportation facilities must be consistent with land use objectives; as a condition of MTC approval, appropriate and consistent land use controls must be in place when they are necessary to justify major transportation investment.

2. PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT

- Objective 3: Minimize--by avoidance or mitigation--potential adverse impacts of transportation, such as air and water pollution, noise, and visual blight.
- Policy 2.5 Priority shall be given to projects or programs that reduce dependence on automobile travel and conserve energy, including projects that enhance or complement pedestrian, bicycle, car/van pool, and transit travel.

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